

10. By-Law No. 61 of the City of Edmonton, entitled, "A By-Law respecting the Early Closing of Shops," and By-Law No. 62 of the City of Edmonton, entitled, "A By-Law respecting the Early Closing of Businesses," are hereby repealed.

11. This by-law shall take effect on the 25th day of May, 1997.

OUR SALE CULMIN

\$2.00 per acre. 2. 1st and 2nd class to city limits. 1.50 per acre and the balance to suit purchaser.
 \$3.50 is the best rock price of a chert building lot on Eighth street. Very easy terms.
 \$1.00 for a lot on Government close to Jasper, high and dry, splendid view of Glover Bar country. Easy terms.
 \$7.50 for a nine-roomed Frame House one of the prettiest homes in the city. Very easy terms.
 Wanted: To exchange for Farm Land near Edmonton City a registered Clydesdale Stallion, winner of first prize at Winnipeg last year.
 \$50.00 per acre, for a highly improved Farm rich miles from the city, good houses, a never failing spring running through the property, the crop all goes with the farm. Reasonable terms.
 \$4.50 and \$5.00 for Two Houses on Alberta street, these are unique, on get after them quick. Very easy terms.
 \$100 each for the 20 Lots, Block 13 (highway), extra easy terms. Owner has title.
 We are instructed by a client in the States to advertise for him for a Corner Lot close in, in H.B.R. Spot cash. Therefore prices are tempt ing.
 If you are buying or selling Edm onton City property, farming lands, improved or unimproved, don't fail to look us up.
RED STAR LAND OFFICE
 The Delta Service Co., Ltd.
 80 McDougall Avenue, Edmonton, Alta.
 Phone 265.

CANDY & CO. WOOD

Phone 218. P.O. Box 232.
 510 JASPER AVENUE.
 CANDY & CO.

Money to Lend

WATCHES, DIAMONDS AND JEWELRY.
 13 Jasper Avenue, East

CLEARING SALE

Many more lines at clearing prices Don't wait or you will regret it

- WHITE LINGERIE WAISTS**
 the latest productions from fashions center. Regular \$6.00.
 Clearing at \$4.90
 Regular \$5.00.
 Clearing at \$3.85
- SILK WAISTS AT BIG REDUCTIONS**
 Made of good quality white silk, with the newest spots of black and navy blue, short sleeves with val lace. Regular \$5.50.
 Clearing at \$4.35
- WHITE LAWN WAISTS at \$1.00**
 Regular 75c.
 Clearing at 55c
 Regular 50c.
 Clearing at 35c
- WASH COLLARS AND BELTS or Sale**
 We will place our entire stock of ladies' wash collars and belts on
 Sale at 15 p.c. off
- NECK RUSHINGS**
 Boxes of neck rushings with six styles in each.
 Regular 50c a box.
 Clearing at 40c
- LEATHER BELTS on Sale**
 Large Assortment of leather belts in every color, ranging in price from 35c to 75c.
 Special sale 25c
- CHILDREN'S STRAW SAILORS**
 Muslin and silk hats and a-n bonnets.
 Clearing at 20 p.c. off

J. H. MORRIS & CO.

Departmental Store
 270-76 JASPER AVENUE EAST
 Phone 28

Bulletin Want Ads Bring Results

Your Own Photograph
 On a Post Card, Taken and Finished
While You Wait
 We Take them Equally as well at Night.
 Electric Light Studio
Note the price, \$1.50 per dozen, \$1.00 for six.
SEE THE ADDRESS
The Rapagraph Studio
 PENNY ARCADE, Jasper Ave.

FIVE VICTIMS OF NEW YORK HEAT

People Slept out in Parks on Benches—Man Crazy by Heat is Killed.

New York, July 10.—Three children and two men today died as a result of the tropical heat wave which has been sweeping over this city for several days. Several provisions are reported by the police to-day. The men perished as a result of the heat, and with the lessened humidity, conditions were more bearable than yesterday. Hundreds of people slept in the parks and on the benches last night. Francis Allison, found with the heat, jumped from the third store of Government hospital today and was killed.

THE WEATHER.

The weather all over the province has been warm. For the most part it has been fine. Light scattered showers are reported in all provinces.

Forecast: A few scattered showers, but mostly fine and warm today and Sunday.

The following are the temperatures in the various centers:
 Edmonton (Sat) 71 52
 Medicine Hat (Sat) 60 36
 Regina (Sat) 70 38
 Prince in Public (Sat) 63 35
 Fort Arthur (Sat) 70 38
 Calgary (Sat) 70 39
 Lethbridge (Sat) 70 34
 Brandon (Sat) 70 34
 Winnipeg (Sat) 70 36

COUNTRY THRIVES

Bridge Badly Needed—Haying Under Way—Sawmill in Operation.

Although weather conditions have been anything but favorable for haying, new arrivals over the farming country tributary to Edmonton, this morning, as follows: The land guides working in connection with the hatching ball and net, one of them has had his full quota of passengers on the trips north and west. Mr. Hogg, one of the drivers into the Paddle River country, returned today from a recent trip to the states that between thirty and forty landlocks have gone into that section in the last five days. A trip of the notables who made the trip were James Dundas, of Dundas, Scotland, and William and Benjamin Roberts of Manchester, England, who were accompanied with the look of the country around Chip Lake that they have decided to take up land there. Emil Cohen, a former resident of Johnstown, Tennessee, who went out a few days ago, has also located with a couple of fellow Germans who were at the hall, but undecided where they have taken home. He has friends in the Fatherland to immigrate and take up land in the same country.

Talking to a Bulletin representative yesterday Mr. Hogg said that the road of settlers into the Paddle River country has been phenomenal. At this time in 1906 there were not more than a dozen residents in that territory, while today the population must be over 400 mark and still they come.

A bumper harvest in that section is now assured. The hay is ready for cutting and now the weather has taken on the right turn the mowers and scythes will be busy. Grass crops never looked better. As a result of the heat already in the shot shade and a month from now cutting will commence.

Mr. Hogg states the settlers there would appreciate it very much if the government would proceed to repair the bridge that was wrecked on the Paddle River in the flood of last June, and were hoping Mr. McKernan, M.P., will press upon the cabinet the necessity of immediately undertaking the work, and, if possible, make some improvements on the roads at the same time. As it stands now it is only safe for light vehicles to cross, and when it comes to taking a load over, the driver has to unload the goods, drive the car across and then carry his freight on his shoulder and reload. This is hardly, however, will not be felt so badly when the water in the river gets down to its usual level.

The sawmill in Lac La Poudre will be in full operation this week and the Dauntless school at the same place is now open and is being well attended.

STRATHCONA NEWS

STRATHCONA TEAM WINS AT THE FORT

Footballists Inflict Decisive Defeat on the C.N.R. Town Team.

The Strathcona football team yesterday morning when they met the team of that town in a scheduled match on the Alberta Provincial Football League.

The game, which was played on the fair grounds, resulted in another victory for Strathcona, the score being 3 to 0. Never at any time during the contest was the result surprising in doubt, for the visitors outplayed their opponents at every stage of the game.

PADDLE RIVER COUNTRY THRIVES

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STRATHCONA NEWS

The Strathcona team, who now have an almost unbroken record of victories this season, was made up of the following players:

Goal, Bradley; backs, Carmichael and Beckett; half-backs, Smith, Lovelock, and Kent; forwards, Bennett, Miller, Jolles, Healy, Stevenson, spare, Durrant.

LOCALS.

Mr. J. B. Brown, is visiting her old home in Belleville, Ontario.

Mr. A. G. Gable left yesterday on a trip to Duluth.

Mr. E. Brown, deputy supreme chief of the Pythian Sisters of the city yesterday and is the guest of Mrs. J. G. Tilton. During her visit here she will establish a temple of the Pythian sisters between Edmonton and Strathcona.

The Strathcona court of revision from the city assessor will be held in the council chamber on Monday at 2 p.m. As yet only a few appeals have been entered.

The better feeling regarding the market for copper metal which prevails both here and abroad. The price of copper in London advanced to 14 1/2 continued case of call loans, and the response of a favorable bank loan to-morrow, also were elements in the strength of the market.

The activity of the railway toll to the proportions in the latter half of the day and advance were only partly retained. A break in the local traction stock due to the proposed investigation by the public utilities commission directed the latter market.

Bonds were still steady. Total sales, par value \$92,000. United States 4 1/2 per cent, advanced 1 1/2 per cent, on call.

NEW YORK WHEAT.

New York, July 10.—Wheat receipts 27,000 cwt. The market was very good weather in the Northwest, further liquidation, small weekly clearance of eastern cables, which lost a cent today. Little head was paid for some of a large export business and the market closed heavy at 98 to 100 cents. July, 98 1/2 to 100 1/4, closed 98 1/2; Sept., 99 1/2 to 100 1/4, closed 99 1/2; Dec., 100 1/2 to 100 3/4, closed 100 1/2; Mar., 100 1/2 to 100 3/4, closed 100 1/2.

NEW YORK CATTLE.

New York, July 10.—(Close)—Prime steerable prime, 9 1/2 to 10 per cent; choice, 10 1/2 to 11 per cent; good, 11 1/2 to 12 per cent; common, 12 1/2 to 13 per cent; heavy, 13 1/2 to 14 per cent; light, 14 1/2 to 15 per cent; mixed, 15 1/2 to 16 per cent; fat, 16 1/2 to 17 per cent.

CALL MONEY.

New York, July 10.—Money on call very tight. Prime call money, 1 1/2 to 2 per cent; 2 1/2 to 3 per cent; 3 1/2 to 4 per cent; 4 1/2 to 5 per cent; 5 1/2 to 6 per cent; 6 1/2 to 7 per cent; 7 1/2 to 8 per cent; 8 1/2 to 9 per cent; 9 1/2 to 10 per cent; 10 1/2 to 11 per cent; 11 1/2 to 12 per cent; 12 1/2 to 13 per cent; 13 1/2 to 14 per cent; 14 1/2 to 15 per cent; 15 1/2 to 16 per cent; 16 1/2 to 17 per cent; 17 1/2 to 18 per cent; 18 1/2 to 19 per cent; 19 1/2 to 20 per cent; 20 1/2 to 21 per cent; 21 1/2 to 22 per cent; 22 1/2 to 23 per cent; 23 1/2 to 24 per cent; 24 1/2 to 25 per cent; 25 1/2 to 26 per cent; 26 1/2 to 27 per cent; 27 1/2 to 28 per cent; 28 1/2 to 29 per cent; 29 1/2 to 30 per cent; 30 1/2 to 31 per cent; 31 1/2 to 32 per cent; 32 1/2 to 33 per cent; 33 1/2 to 34 per cent; 34 1/2 to 35 per cent; 35 1/2 to 36 per cent; 36 1/2 to 37 per cent; 37 1/2 to 38 per cent; 38 1/2 to 39 per cent; 39 1/2 to 40 per cent; 40 1/2 to 41 per cent; 41 1/2 to 42 per cent; 42 1/2 to 43 per cent; 43 1/2 to 44 per cent; 44 1/2 to 45 per cent; 45 1/2 to 46 per cent; 46 1/2 to 47 per cent; 47 1/2 to 48 per cent; 48 1/2 to 49 per cent; 49 1/2 to 50 per cent; 50 1/2 to 51 per cent; 51 1/2 to 52 per cent; 52 1/2 to 53 per cent; 53 1/2 to 54 per cent; 54 1/2 to 55 per cent; 55 1/2 to 56 per cent; 56 1/2 to 57 per cent; 57 1/2 to 58 per cent; 58 1/2 to 59 per cent; 59 1/2 to 60 per cent; 60 1/2 to 61 per cent; 61 1/2 to 62 per cent; 62 1/2 to 63 per cent; 63 1/2 to 64 per cent; 64 1/2 to 65 per cent; 65 1/2 to 66 per cent; 66 1/2 to 67 per cent; 67 1/2 to 68 per cent; 68 1/2 to 69 per cent; 69 1/2 to 70 per cent; 70 1/2 to 71 per cent; 71 1/2 to 72 per cent; 72 1/2 to 73 per cent; 73 1/2 to 74 per cent; 74 1/2 to 75 per cent; 75 1/2 to 76 per cent; 76 1/2 to 77 per cent; 77 1/2 to 78 per cent; 78 1/2 to 79 per cent; 79 1/2 to 80 per cent; 80 1/2 to 81 per cent; 81 1/2 to 82 per cent; 82 1/2 to 83 per cent; 83 1/2 to 84 per cent; 84 1/2 to 85 per cent; 85 1/2 to 86 per cent; 86 1/2 to 87 per cent; 87 1/2 to 88 per cent; 88 1/2 to 89 per cent; 89 1/2 to 90 per cent; 90 1/2 to 91 per cent; 91 1/2 to 92 per cent; 92 1/2 to 93 per cent; 93 1/2 to 94 per cent; 94 1/2 to 95 per cent; 95 1/2 to 96 per cent; 96 1/2 to 97 per cent; 97 1/2 to 98 per cent; 98 1/2 to 99 per cent; 99 1/2 to 100 per cent; 100 1/2 to 101 per cent; 101 1/2 to 102 per cent; 102 1/2 to 103 per cent; 103 1/2 to 104 per cent; 104 1/2 to 105 per cent; 105 1/2 to 106 per cent; 106 1/2 to 107 per cent; 107 1/2 to 108 per cent; 108 1/2 to 109 per cent; 109 1/2 to 110 per cent; 110 1/2 to 111 per cent; 111 1/2 to 112 per cent; 112 1/2 to 113 per cent; 113 1/2 to 114 per cent; 114 1/2 to 115 per cent; 115 1/2 to 116 per cent; 116 1/2 to 117 per cent; 117 1/2 to 118 per cent; 118 1/2 to 119 per cent; 119 1/2 to 120 per cent; 120 1/2 to 121 per cent; 121 1/2 to 122 per cent; 122 1/2 to 123 per cent; 123 1/2 to 124 per cent; 124 1/2 to 125 per cent; 125 1/2 to 126 per cent; 126 1/2 to 127 per cent; 127 1/2 to 128 per cent; 128 1/2 to 129 per cent; 129 1/2 to 130 per cent; 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EVOLUTION OF THE C.N.R.

A History of its Conception and Growth told interestingly by R. W. Wilson in "Canada," Series Points for Ignorant Settlers—The "C. N. R." Great Territory.

Steadily, unassuming, and quietly the Canadian Northern Railway system is taking definite shape as one of the great railways of the world. There is no day when it is not doing something, and it takes care of the people the people will take care of themselves. It is the only railway in Canada that has been built by the Canadian Northern Railway. It is the only railway in Canada that has been built by the Canadian Northern Railway. It is the only railway in Canada that has been built by the Canadian Northern Railway.

into the most thickly settled districts of Manitoba. From this line the main trunk line of the C.N.R. will be built, and it will be built in a way that will be of great benefit to the people of the Northwest. It will be built in a way that will be of great benefit to the people of the Northwest. It will be built in a way that will be of great benefit to the people of the Northwest.

First Intimation of Plans. The acquisition of the Great Northern Railway of Canada by Messrs. Mackenzie and Mann, taken in conjunction with their railway in Nova Scotia, gave the first intimation of their transcontinental plans, and revealed the people of Canada that, without thought of transport, another transcontinental railway, serving all parts of the Dominion, was about to come into being. A fitting acknowledgment of this great addition to Canada's transportation problem found expression in the fact that some three hundred of the leading men of Ontario entertained Messrs. Mackenzie and Mann on the occasion of the opening of the first section of the Canadian Northern Railway from Toronto to Port Huron.

The head office of the Northern Railway is in Toronto, and Messrs. Mackenzie and Mann are both Ontario men. The Canadian Pacific and the Grand Trunk systems are the two main trunk lines of the Dominion, and the Canadian Northern Railway will be built in a way that will be of great benefit to the people of the Northwest. It will be built in a way that will be of great benefit to the people of the Northwest. It will be built in a way that will be of great benefit to the people of the Northwest.

Evolution of C.N.R. About a dozen years ago the completion of the C.P.R. to the Northwest, the first of the great railways of the world, was the first of the great railways of the world. It was the first of the great railways of the world. It was the first of the great railways of the world.

Frederic Nicholls is the largest trader in Canada, and probably one of the largest in the world. He has an absolute unique knowledge of buying materials, and when he has a great advantage to the Canadian Northern Railway for construction. Mr. R. W. Wilson-Payne is the director representing the company in the Northwest. He is a leading authority in Anglo-Canadian finance, and during the last seven years for the last years is estimated to have influenced over one million pounds of good business. He is a leading authority in Anglo-Canadian finance, and during the last seven years for the last years is estimated to have influenced over one million pounds of good business.

Twenty-four Years Ago Taken from the Old Files of the Bulletin, July 1st, 1882. D. Ross has now potatoes fit for table use. Carpenters' wages are still \$4.50 per day, but the demand is not very great. It is high in the Northwest, where the business was put into shape. A public meeting was held in the schoolhouse on Wednesday evening.

Practical Railroaders. The practical experience of Messrs. Mackenzie and Mann as railway builders has enabled them, without delay, to build with wonderful economy, and also to secure lines with a complete avoidance of objectionable grades and curves. For every mile of its lines the Canadian Northern has been built with the least possible expenditure of money, and traffic awaiting it. With all these advantages, the Canadian Northern Railway is a great benefit to the people of the Northwest. It will be built in a way that will be of great benefit to the people of the Northwest.

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